

NORTH SHORE RAILWAY

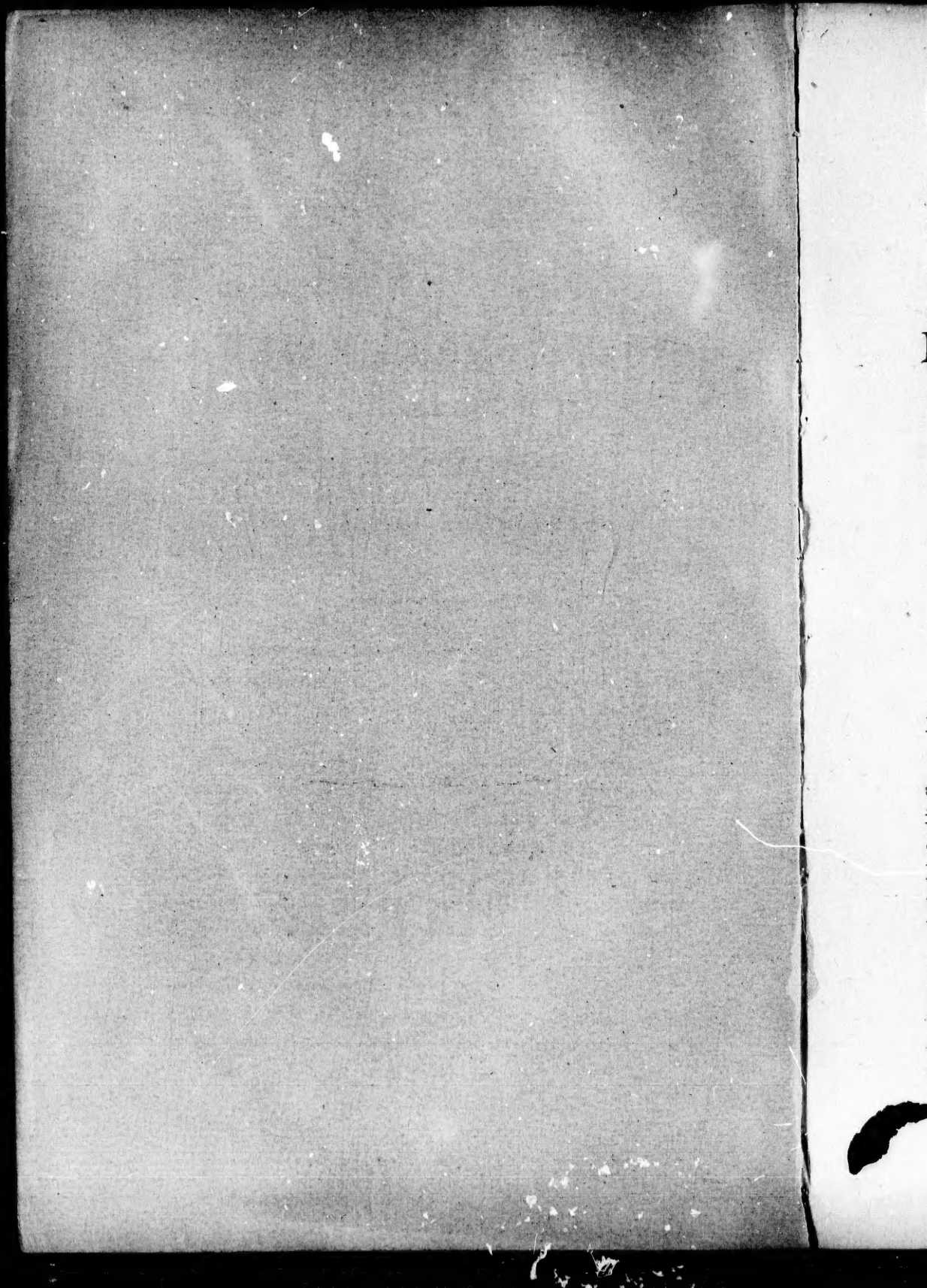
SUPPLEMENTAL REPORT

OF THE CHIEF ENGINEER

UPON THE

. TRAFFIC AND EARNINGS OF THE ROAD.

NOVEMBER 1st, 1873.



NORTH SHORE RAILWAY.

SUPPLEMENTAL REPORT

ON THE TRAFFIC AND EARNINGS OF THE ROAD.

OFFICE OF THE ENGINEER IN CHIEF,

QUEBEC, November 1st, 1873.

MR. PRESIDENT :

Inasmuch as the estimate of the probable gross earnings and net receipts of the North Shore Railway, as contained in my report, dated April 20th, 1872, was based almost entirely upon such general facts as had then come to my knowledge, respecting the natural resources of the country through which it passes; and the amount of through business that would naturally come upon the road, from its Eastern, Southern and Western connections, I have thought it advisable to obtain, during the present season, some data of a more reliable character, respecting the present local trade and traffic of that portion of the St. Lawrence Valley, between Quebec and Montreal, as it is now

carried on by means of Steamers upon the River, and the branch of the Grand Trunk Railway extending from Quebec to Richmond, and thence to Montreal.

In order to accomplish this object, Mr. O. E. Paradis, of Quebec, a gentleman of well known integrity, and commercial intelligence, was detailed, quite early in the month of August last, to devote his entire time to the business of collecting such facts and statistics as would have a direct bearing upon this question.

Mr. P. B. Vanasse, of Three Rivers, a gentleman well known for his intelligence in matters of this kind, has also devoted a portion of his time to the same object.

The following are the reports received from these gentlemen, from time to time, in the order of their respective dates.

Quebec, 18th August, 1873.

SIR,

In accordance with instructions received from you on the 11th instant, with regard to the trade and forwarding business existing between Quebec and Montreal, and also the intermediate ports, I beg to submit the following notes I have taken at different places, during the past week.

The Richelieu Company have two first class steamers, the "Quebec" and "Montreal," running alternately one in each direction nightly, upon the St. Lawrence River, between Quebec and Montreal. These Steamers stop regularly at Batiscan and Three Rivers, on the North Shore, and at Sorel upon the South Shore.

This Company also has several smaller class of steamers, which do a daily coasting business between Three-Rivers

and Montreal. These are the "Trois-Rivières," "Berthier" and "Terrebonne."

Freight and passengers are brought to these steamers from the country which borders the smaller rivers emptying into the St. Lawrence from the North, such as the Yamachiche, Rivière du Loup, Maskinongé, l'Assomption, &c., by means of smaller Steamers, lighters, and also by the Railway running from Lanoraie to Joliette. All these rivers command an extensively large back country, and Joliette, the terminus of the Lanoraie railway, is a very large commercial entrepot, being surrounded as it is on all sides by one of the richest growing countries in Canada.

The coasting business between Quebec and Three-Rivers, is performed by another class of steamers, not belonging to the Richelieu Line. These are the "Portneuf," "Etoile," "St Antoine," "James" and two or three others.

The notes taken during the past week apply entirely to the steamers of the Richelieu Line.

I left Quebec Monday last for Montreal per Steamer "Montreal," and the following are the number of passengers and quantity of freight landed, and taken at the different ports, viz : at *Batiscan*, 55 pass. landed, 20 pass. came on board, 15 men's load landed, and about 12 were put on board.

At Three Rivers (same trip), 80 pass. landed, 55 came on board, 155 men's load landed, and took 45 loads.

Sorel, 12th August, 1873.

Arrived from Montreal, per Steamer "Montreal," at 11 P. M. 45 passengers landed, 30 went on board, 76 men's load landed, and 65 loads taken on board. The same night the Steamer "Quebec," from Quebec, landed 40 passengers, took 47, landed 50 loads, and took 80.

Sorel, 13th August, 1873.

Steamer "Quebec," from Montreal, 10½ P. M., landed 75 passengers, took 35, landed 80 men's load and took 100. There were about six car loads of freight on the boat.

Sorel, 13th August, 1873.

Steamer "Montreal," from Quebec, landed 42 passengers, took 28 and about 2 car loads landed and taken on board.

Sorel, 13th August, 1873.

Steamer "Trois-Rivières," from Three Rivers, had about 200 passengers from the North shore, and about 3 car loads of freight.

Sorel, 13th August, 1873.

Crossed over to Berthier, per Steamer "La Mouche" ferry boat. About 30 passengers going and coming and 2 cart loads of freight.

Berthier, 14th August, 1873.

About 15 pass. came over from Sorel, and 30 pass. went back. No freight either way.

Berthier, 14th August, 1873.

The Str. "Berthier," from Montreal, at 8 P. M., with about 75 passengers and 3 car loads of freight.

On board Str. "Berthier," 15th August, 1873.

Left for Montreal at 6 A. M., stopped at Lanoraie, Lavaltrie, St. Sulpice and Répentigny. At each of these places we took passengers and freight. The number of passengers were 65 first, and 102 second class. One cattle-car load and 4 car loads of general freight. Judging from what both the Captain and purser told me, on market days, there would be about 5 cattle-car loads; and double the above quantity of general freight.

Terrebonne, 15th August, 1873.

One hundred and eight passengers came on board the Steamer "Terrebonne" which left Montreal at 4 P. M. 20 passengers left at Boucherville, South side, 22 at Varenne South side, 40 at Bout de l'Isle, 24 at Lachenaie, and 2 at Terrebonne. About one car load of freight for Bout de l'Isle and Lachenaye. Owing to the shallowness of the water in the river Assumption, which empties at

Bout de l'Isle, all the people of the town of Assumption and the fine back country, are obliged to come to Bout de l'Isle.

Terrebonne, 16th August, 1873.

Took 20 passengers on board the Steamer "Terrebonne" from Terrebonne and Lachenaie, 22 at Bout de l'Isle and no freight. 26 passengers at Varenne and 15 at Boucherville, all bound for Montreal. No freight.

Montreal, 16th August, 1873.

Left for Quebec per Steamer "Montreal." About 300 passengers on board and 5 car loads of freight. 130 passengers landed at Sorel, 30 came on board and $\frac{1}{2}$ car load of freight landed, and none taken. 30 passengers landed at Three Rivers, 15 came on board and car load of freight landed. Very little freight was taken on board.

Mr. Cuthbert, of Berthier, tells me that, there is very little business done between Sorel and Berthier, during the summer. But once the North Shore Railway is built, he has no doubt it will induce a great number of the South Shore people to come over during the winter months, when they will see the markets of Quebec and Montreal opened for their produce. The freight business done at Berthier during the summer months, is done direct to Montreal and Quebec by river crafts. Berthier seems to me, to be far ahead of Sorel for business. The line of the North Shore Railway passes within one mile of the town.

The whole humbly submitted,

O. E. PARADIS.

Quebec, 22nd August, 1873.

DEAR SIR,

In accordance with instructions received from you, on the 20th instant, with regard to the trade and forwarding business existing between Quebec and Port-Neuf, thirty-six miles above the City of Quebec, on the North Shore of the St. Lawrence River. Before proceeding to Port-Neuf,

I went on board the Steamer "Montreal," on the 20th instant, when she was ready to leave for Montreal on her daily trip. She had one hundred and fifty first class passengers, and sixty of second class, and about three or four car loads of freight on board, but it was remarked to be a small trip.

From thence, I went to Port-Neuf by land and, as I was travelling quietly in regarding such a beautiful country, my attention was attracted, at Pointe-aux-Trembles, by the old ship-yard of the late Mr. Dubord, where they generally built two or three ships yearly, there are also some very large Flour Mills in the village.

Then came the Jacques-Cartier River, one of the finest water powers in Lower Canada. A large saw mill built at the mouth of the river, and belonging to Mr. Sewell, of Quebec, and a little further up the river, you see the splendid new paper factory belonging to, and worked by Mr. Webb.

On my arrival at Port-Neuf, I visited the establishments of that village. There are two Saw Mills, one Flour Mill, one Card Mill, one Nail Factory and three Paper Mills, all doing a very large business.

On the 22nd instant, I took the Steamer Port-Neuf for Quebec, at six o'clock A. M. She was then just arriving from St. Jean a Parish above Port-Neuf, she had then forty-five (45,) passengers on board for Quebec.

50 passengers got on board at Portneuf for Quebec.

6 passengers got on board at Platon for Quebec.

33 passengers got on board at Cap Santé for Quebec.

49 passengers got on board at Pointe-aux-Trembles for Quebec.

Total 183 passengers with a heavy freight for the Quebec Market.

There are six Steamers running this market line twice a week during summer season, in the Spring and Fall they are obliged to make three trips per week and more. Each steamer makes an equal amount of trade. The names of those steamers are as follows.

Steamer Port-Neuf.	Landing Places.
" "	St. Jean.
" "	Port-Neuf.
" "	Platon.
" "	Cap Santé.
" "	Pointe-aux-Trembles.
Steamer L'Etoile.	
" "	Grondine.
" "	L'Obinière (2 places).
" "	Deschambault.
Steamer Ste. Croix.	
" "	Ste. Croix.
" "	St. Antoine.
" "	Ste. Emilie.
Steamer St Antoine.	
" "	St. Antoine.
" "	Pointe-aux-Trembles.
Steamer National.	
" "	St. Nicolas.
" "	Cap Rouge.
" "	St. Augustin.
Steamer St. James.	
" "	St. Columban.
" "	St. Romuald.

I am thoroughly satisfied in my own mind, that the local trade upon the North Shore Railway when completed, will be immense. The farmers at the present time, labour for market under great disadvantage. They have no means of communicating their produce to the Quebec market except by the 3rd or 4th class Steamboats, which always have to await the convenience of tide before venturing upon their

trips to Quebec; they make only two or three trips a week; whereas, if the Railway was constructed and in operation, Quebec would have a market every day in the week instead of only two weeks. The farmers have abundance of produce of all kinds, the only draw-back to the country is the lack of first class transportation. I have seen many of the farmers, living from 10 to 30 miles from Quebec, who prefer, and do come to market in their own carts, bringing their marketables with them, rather than await for an indefinite time, for the boats and tide.

To-day, the 22nd instant, at four o'clock P. M., I went on board the Steamer "Montreal," when she was ready to start for Montreal on her daily trip. She had on board over three hundred first class passengers and one hundred and twenty-five second class passengers, with a good freight load.

Respectfully submitted,

P. B. VANASSE,

ST. LAWRENCE HALL,
Montreal, 25th Aug. 1873.

SIR,

This you will find a continuation of a journal, of which I made you a report, this day last week.

I left Quebec on the 18th inst. per Steamer "Montreal" for Three Rivers, situate 90 miles up the St. Lawrence, and where I arrived at about 11 P. M. the same day. There were on board about 400 passengers of which 290 were 1st class, and 110 were 2nd class. I think the quantity of freight was equal to 13 car loads, including one cattle car load.

At Batiscan 70 miles above Quebec, we landed only 3 passengers, but received 94 new ones. Very little freight was landed, and about 18 men loads taken on board.

We arrived at Three Rivers at 10 P. M. and landed 55 passengers, 40 passengers came on board. There was about one car load landed of all kinds of merchandise, and half a car load taken on board.

Three Rivers, 19th Aug., 1873.

According to instructions, I left Three Rivers by the down Steamer "Quebec" from Montreal to Quebec, and landed at Batiscan at half past three o'clock, the same morning. The number of passengers that landed were 38, and 54 went on board. Two car loads were landed, and about $\frac{1}{2}$ car load taken on board.

During my stay at Batiscan, I took the opportunity of visiting the fine village of St. Anne, six miles further down the River St. Lawrence.

St. Anne is a very large village, and a very thriving place of business. It possesses one or two manufactures and a few saw mills about one mile up the river St. Anne, at the mouth of which the village is built. The Messrs. Price, of Quebec, have, I am told, one or two. The only port the merchants of that locality have, is Batiscan. In very early spring a small steamboat may make 2 or 3 trips.

Batiscan is much more of a business place, it being a most central place to furnish supplies to the many Lumber Establishments on the rivers St. Anne, Batiscan and Champlain. Batiscan trades also very extensively with some Parishes on the South Shore, such as St. Pierre les Becquets, St. Jean Deschaillons, &c., &c.

Batiscan, 19th August, 1873.

At half past eight P. M., I took the Steamer "Quebec," from Quebec to Montreal, at which last place I arrived next morning. There were not more than 2 car loads of freight on board, 150 passengers 1st class and 73, 2nd class. Ten passengers landed, and 20 new passengers came on board. Very little freight either way.

At Three Rivers, the same night, 45 passengers landed, and 42 came on board, about $\frac{1}{2}$ car load landed and very

little taken on board. We arrived next morning at Montreal, at 9½ A. M., on account of the fog.

Montreal, 21st August, 1873.

On board Str. "Berthier."

Not having made a down trip in that boat yet, I thought best to go down, and was well satisfied with the trip. This Steamer runs between Montreal and Berthier, a very fine and wealthy village, 45 miles below Montreal and situate on the North Shore of the St. Lawrence. The line of the North Shore Railway passes within one mile of this village. The Steamer "Berthier" stops at 4 intermediate ports. The first going down is Repentigny. There being no wharf, very little business is done at that port. The second is St. Sulpice, a very rich village, but it serves more of a port for Repentigny, a few miles west of it, where Messrs. Cushing have a very extensive steam saw mill; and L'Assomption, lying about 4 miles North of it

L'Assomption is quite a large town, and judging from the number of large stores with iron shutters, must have done, formerly, a very flourishing business. The line of the North Shore Railway passes at its door, and when built, will no doubt, bring her back some of her old commercial prestige.

There is a very large lumber business done on the River Assomption, on the borders of which the town is built. The Assomption Lumber Company, have built a very large Steam saw mill at the mouth of the River; it is better known as Mr. Popes mill, under whose able management it is. They cut about 600 logs per day. The deals manufactured are all shipped for the Quebec market, and the smaller lumber is shipped to Montreal, and the United States.

Next, or third stopping place, is Lavaltrie, a very favourite resort for Tourists; there being one of the finest Saline Springs, about 1½ mile from the village.

Then comes Lanoraie, the 4th, but not the least impor-

tant stopping place, about 12 miles before arriving at Berthier. This place is the natural port for Joliette, a largely commercial town situate about 15 miles North of Lanoraie. Both places are connected by a line of railway of a very primitive style; but still sufficiently good to give a great impulse to the trade of Joliette or l'Industrie. I intend going there this week; and will report about its saw mills, manufactures and commerce generally. When we left Montreal at 8 P. M. we were 70 passengers 1st class, 112, 2nd class, and had about 10 car loads of freight. 10 passengers landed with near 3 car loads of freight for Repentigny and St. Sulpice, but chiefly for l'Assomption. 8 passengers came on board, no freight.

At Lavaltrie, 2 passengers landed with very little freight, nothing came on board.

At Lanoraie, 55 passengers landed with 4 car loads of freight, 8 passengers came on board, very little freight.

The balance of passengers and freight were landed at Berthier.

There being so much freight to land, we arrived at 10½ at Berthier, instead of 8 P. M. I took the ferry the same night for Sorel, in order to be in Montreal next day, but could not get the "Trois-Rivières."

Montreal, 22nd Aug., 1873.

Saw the "Terrebonne" leaving for Terrebonne and the "Quebec" for Quebec.

The "Three Rivers" left at 2 P. M. with 75 passengers 1st class, 150 2nd class and about 12 car loads of freight. (This information I got from a friend who was on board.)

The Terrebonne left at 4 P. M. with 50 1st class, 93, 2nd class, and about ½ car load of freight.

The Steamer "Quebec" sailed at one quarter to eight P. M. She had about 310, 1st class, 90, 2nd class and about 15 car loads of freight.

On the 23d I left Montreal, and went and passed the Sunday at St. Hyacinthe, returning this morning at 9½.

My present intention is to go to Three Rivers to-morrow at 2 P. M. per Steamer ' Trois-Rivières,' and to return to Montreal by land, after visiting the principal commercial places so as to report correctly as to the amount of business carried on and of what kind.

Yours very respectfully,

O. E. PARADIS.

Quebec, 26th August, 1873.

DEAR SIR,

I left Quebec by Steamer "Quebec," Saturday, the 23rd instant, at four o'clock P. M., for Three Rivers. I found on board the said Steamer, two hundred and forty first class passengers and one hundred and fifty-five second class.

The numbers of passengers that landed at Batiscan were 26, and 53 went on board; about 3 cars loads were landed and one car load taken.

At Three Rivers, 34 passengers were landed and 57 went on board, and about two car loads were landed, and two car loads taken on board.

On Sunday, the 26th instant, the Steamer "Three Rivers" left Three Rivers for Montreal, with one hundred and fifty-four passengers and a very good load of freight.

On the 25th instant, the Steamer "Montreal," from Quebec, arrived at Three Rivers at 10 P. M., with about five hundred passengers and a very full load of freight. She landed 27 passengers and took on board one hundred and fourteen passengers for Montreal.

At one A. M., the Steamer "Quebec," from Montreal, arrived at Three Rivers. 69 passengers landed and 38 passengers went on board. I remarked that she was over crowded with passengers, there were no berth to be had, and she was also very much loaded with freight on her arrival in Quebec this morning.

Your respectfully,

P. B. VANASSE.

Quebec, 27th August, 1873.

DEAR SIR,

The Steamer "Montreal" left her wharf this afternoon, at four P. M., with about two hundred and seventy-five first class passengers, and about three hundred and fifty emigrants, also with a full cargo of freight for Montreal.

Your respectfully,

P. B. VANASSE.

Quebec, 15th Sept., 1873.

SIR,

On the 26th August last, I left Montreal per Steamer "Trois-Rivières" for Three Rivers where I arrived next morning. We were about 50 1st class passengers and 150 second class. The freight amounted to about 10 car loads.

This boat stops at seven places, viz : Sorel on the South shore, Maskinongé, Rivière du Loup, Yamachiche, on the North shore, Port St. Francis South shore, Three Rivers, on North shore, and once a week at Champlain, below Three Rivers. The first place we stopped at, was Sorel, on the South shore, at which place we landed 12 passengers, and very little freight. From there our next stopping place was at the mouth of River Maskinongé North shore. That place is the business port for St. Barthelémi and Maskinongé, where there is a large steam saw-mill, grist-mill, card-mill, &c., &c. Mr. Little, the proprietor of the saw-mill, is obliged, except in the early Spring, to float down his deals, losing thereby on the price of them, as bright deals always bring a better price.

St. Barthelémi is also a very thriving village, and especially a great thoroughfare for the inhabitants of the thickly settled back country, bringing their produce to the borders of Lake St. Peter, at the mouth of the Maskinongé River. All the merchants in those localities are unanimous

to make some kind of opposition to the Richelieu Company, of whom they complain very much.

Our third stopping place was Rivière-du-Loup. This is a very large and prospering village. It possesses a very large steam saw-mill, 2 foundries and some woollén factories. Six miles North of this place is the village of St. Léon, celebrated for its mineral waters. This year especially, it has been the favourite resort of American Tourists. Captain Duval, of the "Trois-Rivières," told me he had taken at least 100 or 150 Americans each trip. A good many travellers prefer going to Three Rivers by boat, and then by land to St. Léon, as the landing at Rivière-du-Loup is not always pleasant. At these two last ports, we landed about 100 passengers and one car load of freight. The boat remains all night at anchor, off the mouth of Rivière-du-Loup. Next morning our first port was Yamachiche, where we landed 3 passengers and about half a car load of freight.

The next place we stopped at was Port St. Francis, on the South shore. There we landed 42 passengers and 4 or 5 car loads of freight for Nicolet, possessing 4 steam saw-mills, one of the finest Colleges in the country, a Nunnery, &c., &c. There is a ferry between Three Rivers and St. Francis. An hour after leaving port we arrived at Three Rivers, at half-past ten A. M., landing about 4 car loads of freight and 60 passengers.

At Three Rivers I received your telegram ordering me down to Quebec. While waiting for the down boat, I strolled on the wharf of the Richelieu Company and was there at the arrival of the "Montreal" from Quebec, at half-past eleven. 50 passengers landed and 57 went on board. About one car load of freight was landed and half of one taken on board. There were 250 or 300 steerage passengers. The first class passengers were nearly all in bed. There must have been 18 or 20 car loads of freight, but $\frac{1}{2}$ of it was luggage belonging to the Norwegian emigrants.

Three Rivers, 28th August, 1873.

Steamer "Quebec," from Montreal, arrived at 2 A. M. Thirty-seven passengere landed, and 28 went on board. Two car loads of freight landed, and one taken on board. First class passengers mostly all in bed; I counted 62 steerage passengers.

Quebec, 28th August, 1873.

Pursuant to orders, I left Quebec the same day for Montreal per Steamer "Quebec." We were 550 or 600 passengers first class and about 100 second class. Freight, 15 car loads and any amount of luggage. Most of the passengers were bound for Montreal. A few landed at Batis-can and 15 came on board, very little freight either way.

Montreal, 29th August, 1873.

Arrived here at 9 A. M., and took the Steamer "Terre-bonne" in the afternoon, for Bout de l'Isle, to join Mr. Pranishnikoff's party, whom I found at St. Paul l'Ermite. I remained with the party, acting as commissary, till we reached Hochelaga on the 5th instant. Thinking, I could take a couple days leave, I went to Montreal and took the Steamer "Chambly" for Lanoraie, taking the cars at this last named place for Jolliette, where I arrived at 11 o'clock the same night. We were about 55 passengers 1st class and 100 steerage passengers. Twenty-seven landed at Verchères South Shore, very little freight. The total quantity of freight on board was about 5 car loads. Sixty to seventy passengers took the train at Lanoraie (our next stopping place) for Jo'lliette, but very little freight. The balance of passengers and freight, were for Sorel and up the river Richelieu to Chambly.

The track on the Jolliette road appeared to me to be in as good order as that of any part of the Grand Trunk Railway. The next morning I visited the town, and it being a market day there was quite a lively stir. There are 3 or 4 saw mills, 2 large grist mills, and one foundry,

not mentioning smaller establishments. There is any amount of water power on that part of the river Assomption which skirts the town. Joliette is the market town for 10 or 12 Parishes situate all round her, and where the inhabitants of these parishes sell all their produce, cheaper than they would if they had the advantage of easy access to the larger markets of either Montreal or Quebec. I was told nevertheless by a produce merchant of the place, that he begins to find that a good many of them go to Berthier.

The same day I left at eleven o'clock A. M. and drove all the way by land to Montreal, where I arrived at 9 o'clock P. M. All that section of the country is very rich and thickly populated. And I have no doubt that, when the North Shore Railway is built, though adding materially to the prosperity of the country, it will also prove a financial success.

The whole humbly submitted,

O. E. PARADIS.

Quebec, 1st October, 1873.

SIR,

According to orders received from you, I devoted my time since the 15th ultimo, to see the number of trains (passengers and freight) that leave and arrive daily at the Grand Trunk Railway depot, Point Levi, going and coming from the west, and report the number and description of cars, also number of passengers, as accurately as possible.

During the same time I was to attend at the departures and arrivals of the Richelieu Company's Steamers and report about freight and passengers.

The 15th ultimo, in the afternoon, I attended the departure of the Steamer "Montreal" for Montreal. She had 778 first class passengers and 158 steerage. Her freight amounted to 12 car loads, besides 2 car loads of cattle.

At 8 o'clock P. M., the same day, I went over to Point

Levi, to see the Montreal train start for Montreal. The train consisted of 2 Pullman, 4 first class, 4 second class, 2 baggage and 1 box cars. The number of passengers were 197 first class and 195 second class.

Tuesday, 16th September, 1873.

This morning, I went over to Point Levi to see the morning trains leave and arrive. I should here mention the number of trains that leave and arrive at the depot of the Grand Trunk Railway, at Point Levi. At 8.30 A. M. the Richmond train going west, is the first morning train. It is a local train, stopping at all the way stations; it consists generally, of 1 first class, 1 baggage and on an average 10 to 12 freight cars. At about the same time there are two other trains that leave for River du Loup, down the River (one passenger and one freight train), and return at 5 P. M. same day. Of these two trains I will have nothing to say, as my instructions are only for the up River business. At 9 A. M. the down train from Montreal arrives and leaves again the same evening at 8.30, for Montreal. The Richmond train returns to Point Levi depot every day at 4.30 P. M.

From about 15th June to 15th September, there is an Express train that leaves Point Levi for Montreal, at 1.30 P. M., and a similar one that leaves Montreal for Point Levi, at 8 A. M.

On Tuesday morning, 16th ultimo, the boat from Montreal arrived with 218 passengers and 7 car loads of freight. That same morning, the Richmond train consisted of 1 first class car, 1 baggage, 8 box or freight and 2 cattle cars. Passengers, 42. At 9 A. M., same morning, the Montreal down train arrived. It was composed of 2 Pullman, 1 first class, 2 second class and 2 baggage cars. Number of passengers, 175.

In the afternoon, between 4 and 5 o'clock, the Steamer "Quebec" left for Montreal, with 389 first class passengers and 75 steerage. The freight, I should think, amounted to

12 car loads and 2 car loads of cattle. At 8.30, the same evening, the train for Montreal was composed of 1 Pullman, 5 first class, 4 second class, 3 baggage and 4 box cars. There were 196 first class and 241 second class passengers.

Wednesday, 17th Sept., 1873.

Steamer "Montreal" from Montreal arrived at 7 o'clock A. M. could not ascertain the number of passengers. Had 6 car loads of freight. The Richmond train going west, left at the usual hour and was composed of 1 first class and 10 freight cars. There were 22 passengers.

The train from Montreal arriving at 9 A. M., consisted of 1 Pullman, 2 first class, 2 second class and 3 baggage cars. Number of passengers 148. At 4 o'clock in the afternoon the steamer "Montreal" sailed for Montreal with 250 first class and 75 steerage passengers. Freight, 9 car loads. In the evening at 8.30 the train for Montreal left with 1 Pullman, 3 first class, 4 second class and 3 baggage cars. Passengers 356.

Thursday, 18th Sept. 1873.

The boat from Montreal arrived with 192 passengers and 15 car loads of freight. The Richmond train going west, was composed of 1 first class and 10 freight cars. Number of passengers 36. The Montreal train arrived that morning at 10 o'clock. There were 220 passengers and the train was composed of 1 Pullman, 4 first class, 2 second class and 3 baggage cars. The Steamer "Quebec" sailed for Montreal that afternoon with 312 first class and 63 steerage passengers. Freight, 7 car loads. The train for Montreal that evening was composed of 1 Pullman, 4 first class, 2 second class and 3 baggage cars. Number of passengers 278.

Friday, 19th Sept., 1873.

The Montreal boat arrived with 152 passengers, and 8 car loads of freight. That morning the Richmond train going west, was composed of 1 first class 11 freight and 2 plat-

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form cars. Passengers, 23. The Montreal train arrived at the usual time. It was composed of 1 Pullman, 3 first class, 2 second class, 3 baggage and 1 box cars. Number of passengers 85. That afternoon the Steamer "Montreal" sailed with 215 first class passengers and 43 steerage. Freight 7 car loads. The Montreal train going west that evening, was composed of 1 Pullman, 4 first class, 2 second class, 2 baggage and 2 box cars. First class passengers 152 and 75 second class.

Saturday, 20th Sept., 1873.

The boat from Montreal arrived that morning with 212 passengers and 10 car loads of freight. The train going west to Richmond was composed of 1 first class and 11 freight cars. Number of passengers 40. The train down from Montreal, consisted of 2 Pullman, 4 first class, 3 second class and 6 baggage cars. Number of passengers 210 first class, and 90 second class. The same afternoon the Steamer "Quebec" for Montreal, sailed with 175 first class and 40 steerage passengers. 5 car loads Freight. The Montreal train going west that evening, consisted of 1 Pullman, 3 first class, 2 second class and 3 baggage cars. Number of passengers were 98 first class, and 75 second class.

Sunday morning, 21st Sept., 1873.

Steamer "Montreal" arrived from Montreal with 173 first class and 42 steerage passengers. The train the same morning from Montreal, arrived with 89 first class and 48 second class passengers.

Monday, 22nd Sept., 1873.

No boat from Montreal this morning. The Richmond train going west was composed of 1 first class and 11 freight cars. 23 passengers. No train from Montreal. Steamer "Montreal" sailed for Montreal with 110 first class and 35 steerage passengers. Freight 11 car loads. The train for Montreal that left this evening, was composed of 1 Pullman, 2 first class, 3 second class and 4 box

and baggage cars. The passengers numbered 75 first class and 100 second class. The same evening the Emigrants arrived per Steamer "Circassian" left for Montreal by special train. It was composed of 9 box or baggage and 8 emigrant cars. There were about 450 passengers.

Tuesday, 23rd Sept., 1873.

The boat from Montreal arrived this morning, with 205 passengers, and 5 car loads of freight. The Richmond train going west was composed of 1 first class and 11 freight cars. The number of passengers were 25. The train from Montreal arrived this morning, was composed of 2 Pullman, 3 first class, 2 second class and 4 box and baggage cars. 175 passengers. The Steamer "Quebec" going to Montreal this afternoon, carried 172 first class and 43 steerage passengers. Freight, 9 car loads. In the evening the train going to Montreal was composed of 3 Pullman, 4 first class, 2 second class and 4 baggage cars. Passengers, 175 first class and 63 second class.

Wednesday, 24th Sept., 1873.

The Montreal boat arrived with 109 passengers and 6 car loads of freight. This morning, the Richmond train going west was composed of 1 first class, 10 freight and 1 platform cars. Number of passengers 40. The train from Montreal arrived this morning was composed of 3 Pullman, 2 first class, 2 second class and 5 box and baggage cars. Number of passengers 205. In the afternoon the Steamer "Montreal" sailed at 4 P. M. with 210 first class and 45 steerage passengers. Amount of freight, 5 car loads. The night train that left the Point Levi depot the same evening was composed of 2 Pullman, 3 first class, 2 second and 3 baggage cars. Number of passengers were 142 first class and 76 second class.

Thursday, 25th Sept., 1873.

That morning, the boat from Montreal arrived with 159 passengers, 15 car loads of freight and 3 cattle car loads.

The 8.30 train for Richmond was composed of 1 first class and 18 freight cars. Number of passengers, 25. The train from Montreal arrived that morning, with 1 Pullman, 2 first class, 2 second class and 3 baggage cars. Number of passengers 112. In the afternoon the Steamer "Quebec" sailed for Montreal with 208 first class, and 35 steerage passengers. She had 11 car loads of freight. At 8.30 the same evening the train that left for Montreal, was composed of 1 Pullman, 2 first class, 3 second class and 4 box and baggage cars. 65 first class, and 42 second class passengers.

Friday, 26th Sept., 1873.

The Steamer "Montreal" arrived this morning with 231 passengers and 11 car loads of freight. The Richmond train going west was composed of 1 first class and 12 freight cars. Passengers 22. The train from Montreal that arrived, was composed of 2 Pullman, 1 first class, 3 second class and 3 baggage cars. Number of passengers, 113. In the afternoon the steamer "Montreal" sailed with 215 first class and 42 steerage passengers. The freight amounted to 9 car loads. Montreal evening express going west had usual number of cars, and 79 first class and 53 second class passengers.

Saturday, 27th Sept., 1873.

This morning the boat from Montreal arrived with 215 passengers and 13 car loads of freight. The Richmond train was composed of 1 first class, 1 second class, 10 freight and 1 cattle car. There were 35 first class passengers and 45 Emigrants who arrived this morning, per Steamer "Corinthian." The Montreal train arrived at the usual hour. It was composed of 2 Pullman, 1 first class, 1 second class, 1 box and 4 baggage cars. Number of passengers, 135. The Steamer "Quebec," for Montreal sailed with 89 first class and 25 steerage passengers. She had 4 car loads of freight. Montreal evening express going west had usual number of cars, and 83 first class, and 57 second class passengers.

During the intervals, between the departures and arrivals of trains at Point Levi, and the same for the Richelieu Company's steamers, I attended to the small coasting or market steamboats, running between Quebec and Three Rivers. These boats are, viz : the "St. Antoine" "Etoile" and "Portneuf." Their stopping places, after leaving Quebec are, viz : Pointe aux Trembles, a large and rich village about 21 miles above Quebec. A Mr. Angers a very successful ship builder, has always two to three ships on the stocks and giving thereby employment to a great number of people. There are also some few other factories, which I do not remember. The line of the North Shore Railway passes about $2\frac{1}{2}$ miles north of the village.

The next stopping place is Cap-Santé, 8 miles further up the river. It is a thriving village and a favourite resort for tourists, and for a great number of families who spend the summer months there.

Portneuf village, at the mouth of the river of the same name, should almost be called a small town. It is the third, stopping place. Portneuf is well known for its numerous paper mills : it possesses also, two large saw-mills and one grist mill. The line passes about $1\frac{1}{2}$ mile north of the village. Besides the supply of saw logs required for the saw mills of the place, there is a large lumber business carried on by other different parties.

Next comes Deschambault, where they stop at two different places. This village, though not a very commercial one, is reputed for the fertility of its soil and the good quality of its grain crops. The North Shore Railway line passes about two miles north of the village and at about $2\frac{1}{2}$ north of the line where is situated St. Albans, known all over the country for its rich stone quarries.

The last place where these small boats stop, on the North Shore of the St. Lawrence river, is Grondines. This village, though small, is reputed as wealthy. But its principal merits, I think, are, of being one of the best shooting

grounds of the upper St. Lawrence and a favourite place for sportsmen.

These boats touch also at different places on the South Shore. They make 2 trips each way a week; but as they can leave only at near high water, on account of the wharves not being built to deep water, they prove a great inconvenience to the *habitants*, and the North Shore Railway must eventually cut off a good deal of their traffic.

In the spring and fall months, they each carry (according to the best information), 12 or 15 car loads of freight, up and down. The number of passengers are on an average, 95. During summer months, the freight averages, 5 to 6 car loads.

This concludes my report, according with the instructions I received from you on the 15th ultimo, and hoping it will meet with your approval,

I remain, Sir,

Your obedient servant,

O. E. PARADIS.

To Gen. SILAS SEYMOUR,

Engineer in Chief,

N. S. Railway.

I.

SUMMARY OF FOREGOING STATEMENTS.

It will be observed, that much the largest portion of the above statistics, so far as they relate to the through business between Quebec and Montreal, were obtained after the 15th of September, when the pressure of the summer or pleasure travel was well nigh over for the season. So much so, in fact, that the daily passenger trains upon the Grand Trunk Railway line, between Quebec and Montreal, had been reduced from three to one, in each direction.

This character of travel, from the United States, and more Southerly and Westerly portions of the Dominion, to and from the Saguenay, and the various and attractive watering places, Salmon Rivers, and Gulf Ports of the lower St. Lawrence, has of late years become quite large, and is rapidly increasing to such an extent that the present means of transportation, and Hotel accommodations, have been found quite inadequate to meet the demands upon them during the warm summer months ; on this account it was thought best to defer the collection of these statistics until such time as they would represent a fair average for the entire business season.

A critical examination of the foregoing reports will show, that between the 16th and 27th of September, inclusive, the Richelieu Steamers, plying nightly between Quebec and Montreal, delivered at the City of Quebec in the ten trips counted, an average each day of :

186 first class passengers.

52 second class passengers, and

10 car loads of freight.

That between the 18th of August and the 27th of September, inclusive, the same Steamers took from the City of

Quebec, in the seventeen trips counted, an average each day of :

275 first class passengers,
86 second class passengers, and
9 car loads of freight.

That between the 15th and 27th of September, inclusive, the Grand Trunk Railway line delivered at Point Levis opposite Quebec, in the eleven days counted, an average each day of :

152 first class passengers.

Mention is also made of 90 second class passengers delivered on the 20th September, and 48 on the 21st, by the morning Express train from Montreal.

It should be remarked that no account is taken of second class passengers and freight arriving by the Richmond way train, for the reason that it arrived at about the time when Mr. Paradis was occupied with the departure of the Richelieu boats, upon the Quebec side of the River.

It also appears that between the 15th and 27th of September, inclusive, the Grand Trunk Railway line took from Point Levis in the twelve days counted, an average each day of :

186 first class passengers,
154 second class passengers, and
11 car loads of freight.

Assuming that the number and amount of second class passengers and freight delivered by the Grand Trunk line at Point Levis, were the same as taken from that point, and we shall have the following daily aggregate of the passengers and freight delivered at the City of Quebec and Point Levis, by the Richelieu Steamers and the Grand Trunk Railway line, during the period above named :

338 first class passengers,
206 second class passengers,
21 car loads of freight.

And we also have the following average daily aggregate

of the passengers and freight taken from the same points, by the same lines, during the period named :

461 first class passengers,
240 second class passengers,
20 car loads of freight.

With reference to the quantity of freight transported upon the Richelieu Steamers, it should be remarked that a "man load," such as is ordinarily handled on a two wheeled ware house truck, is estimated to average two hundred pounds ; and that a car load is estimated at ten tons.

The passengers and freight upon the Richelieu Steamers, as they left Montreal for Quebec, were counted only upon three occasions, as opportunity offered, and were found to be as follows :

On the 16th August, 300 first class passengers and 5 car loads of freight.

" " 22nd " 310 first class passengers.
90 second class passengers, 15 car loads of freight.

" " 25th " 500 first class passengers, full load of freight.

It is well understood, that the Grand Trunk Railway line affords no accommodation whatever, to the business of the country lying in the immediate vicinity of, or within from twenty to forty miles back from the South Shore of the St. Lawrence River. And therefore, that this section of country, a large portion of which is well populated, and under a high state of cultivation, is entirely dependent for its transportation facilities upon the river alone, during the season of navigation.

It is also well understood that the Richelieu line of Steamers, running nightly between Quebec and Montreal, make landings only at Batiscan and Three Rivers, upon the North Shore, and at Sorel on the South Shore of the St. Lawrence, mainly for the accommodation of passengers who desire to visit either Quebec or Montreal. And, that the local or coasting trade along the river, as stated in the

foregoing reports, is done almost entirely between Quebec and Three Rivers by several smaller class Steamers, the names of which are given in Mr. Vanasse' report, which Steamers are obliged to make two or three trips per week in each direction, in order to accommodate the business.

Between Three Rivers and Montreal this local traffic is accommodated during the season of navigation, to a limited extent, by a similar or somewhat larger class of Steamers, owned by the Richelieu Company, the names, and routes of some of which are given in Mr. Paradis report.

An examination of the foregoing reports will show, that the average number of passengers delivered and received by the main through line of Richelieu Steamers, at the ports of Batiscan, Three Rivers and Sorel, as they passed in both directions during from five to ten days, in the middle and last of the month of August, were as follows :

Batiscan,	26	delivered,	43	received.
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Three Rivers, 43	"	48	"
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Sorel,	66	"	34	"
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From which it will be seen that the total number delivered and received at the respective points, is so nearly equal, that it is quite safe to assume that the number of passengers heretofore stated as leaving Quebec, may be regarded as through passengers to Montreal.

A further examination of the foregoing reports will also show, that the local or coasting passenger and freighting business done by the smaller class of Steamers above referred to, is very considerable.

Mr. Vanasse states that, on the 22nd of August he took the small Steamer "Port-Neuf," at Port-Neuf, bound for Quebec, with passengers and freight collected from points below Batiscan ; and that she delivered at Quebec 183 passengers, with a heavy freight for the Quebec market.

He also states, that there are six Steamers in this trade, each of which makes two round trips weekly, during the Summer season, and three round trips weekly during the Spring and Fall. From which it would appear that

twelve times the above number of passengers and amount of freight are delivered by these Steamers in Quebec during the Summer season, making a total of 2196 passengers per week, or an average of 366 per day, and it seems but fair to assume that, as these passengers are *habitants* of the country, who visit the City for the purpose of disposing of their marketable produce, or merchandize, they will all return by the same boats.

No very distinct or reliable data are given as to the quantity or tonnage of freight brought to market by these boats; but if it is assumed that each boat brings only twenty-five tons at each trip, the total amount would be 300 tons per week, or equal to an average of five car loads of ten tons each per day.

Mr. Paradis, at the close of his report, makes brief mention of this local traffic, and alludes to three boats with their stopping places upon the North Shore of the River between Quebec and Grondines, a point about sixty miles above Quebec.

He closes by stating that, "in the Spring and Fall months they each carry 12 or 15 car loads of freight up and down. The number of passengers is, on an average 95. During the Summer months the freight averages 5 to 6 car loads,"

Referring to the local traffic upon the upper half of this portion of the St. Lawrence, situated between Three Rivers and Montreal, Mr. Paradis speaks of three Steamers belonging to the Richelieu Company, which are entirely devoted to that service during the season of navigation; making daily trips between Montreal and some of the nearer landings, and tri-weekly trips to Three Rivers and other points more remote. According to his statement, these Steamers average each about 75 passengers and 10 car loads of freight delivered at, and taken from Montreal, at each trip.

Assuming that one of the boats makes daily trips, and the two others, tri-weekly trips, the result would be 150

passengers, and 20 car loads of freight, delivered at, and taken from Montreal each day by these coasting Steamers.

It should be remarked, that the foregoing statistics do not include the very large amount of tonnage, resulting from the products of the forest, iron mines, manufactories, and farms (other than ordinary garden or marketing products) which is constantly being transported by means of sailing vessels and barges, from points all along the river, to either domestic or foreign markets; although it is confidently believed that the transport of these coarser freights will be far more productive to the Railway Company, in its net results, than the business already referred to.

A gentleman, of the most undoubted integrity, who has for many years been largely interested in manufacturing lumber upon both sides of the St. Lawrence River, between Quebec and Montreal, and is therefore entirely familiar with the Canadian lumber trade, has kindly furnished me with the following statement respecting the number of mills situated near the line of the Railway, upon the North Shore of the River, the quantity of lumber sawed by each, and the business which this important branch of industry will naturally bring to the Railway when completed.

"STATEMENT showing the number of Saw Mills upon the North side of the St. Lawrence River, between Quebec and Montreal, the lumber product of each mill, and the disposition made of the Lumber.

At the Jacques-Cartier River, Mr. J. A. Sewell's mill cuts about 400 logs per day.

At the Portneuf River, the Heirs of Symes have two saw mills cutting each 300 logs per day.

At the St. Anne and Batiscan Rivers, Messrs. Price & Bros., have three large saw mills. They cut each on an average 500 logs. On the same River a Mr. Methot has a mill that cuts 200 logs per day.

At the St. Maurice River, Mr. Baptist has two saw mills.

The one at the mouth of the river cuts 1200 logs, and the other one at the Grès cuts 700 logs per day.

Mr. Stoddard's saw mill at the mouth of the same River cuts 1500 logs per day.

The Hunterstown Lumber Company's saw mill at River du Loup, cuts 1500 logs per day.

Mr. Little's saw mill on the Maskinongé River, cuts 600 logs per day.

Mr. Pelletier's saw mill at Epiphany, cuts 500 logs per day.

Mr. Anderson's steam saw mill near the village of Assomption will cut, when in operation, 1000 logs.

The Assomption Lumber Company's Mill, at the mouth of the River Assomption, cuts 1200 logs per day.

Mr. Cushing's mill at Répentigny, on the St Lawrence River, just below Bout de l'Isle cuts 1000 logs per day.

There are at Joliette two small saw mills cutting each about 400 logs per day.

Besides the above mentioned saw mills which manufacture only for the English and American markets, there are a good many more saw mills which do a local business and whose aggregate quantity of sawn lumber, may be computed at millions of feet.

The logs cut at the above eighteen mills mentioned, will average about ten to the thousand feet board measure of lumber, and the mills run about seven months in the year. This would make the daily product of the mills about 1,270,000 feet B. M.; and the annual product about 266,700,000 feet B. M.

This lumber has two markets, the English and American markets. Almost all the shipments of lumber to foreign ports is done at Quebec, and goes abroad in the shape of deals and other sawn lumber; and I have no doubt but most of this will be transported by cars, for several reasons, first, that of despatch, and second, the clean bright condition in which lumber can be brought to market by rail, so much desired by shippers.

When we see lumber shipped from Michigan to Albany by rail, a distance of 600 miles, I think there can be hardly a doubt, but what I have said as to the probability of your road having the most of this lumber to transport will prove true. In all mills there is made a great quantity of what is called "small stuff," such as shingles, laths, fence rails, cabinet stuff, &c. The market for these is the United States, and they will, in every case, be shipped by rail from these mills over your line to Montreal and thence to Burlington, Albany, and other markets in the United States by thousands of car loads, as will also other lumber manufactured especially for the States.

We put 9,000 feet of dry lumber on a car, and from 7,500 to 8,000 feet fresh sawn.

These mills, for want of the railroad, are now shut off from all markets from November to May; and mill owners are obliged to carry over stocks of lumber ready for market, for want of transportation, in sums of from \$10,000 to \$100,000 each.

Aside from what I have said as to manufactured lumber, there will be a very large traffic in the winter and spring, in hard wood timber, Birch, Maple, Ash and similar woods, Ship timber, Ships Knees, &c. In this traffic alone on the South Side of the St. Lawrence, the Grand Trunk Railway transported from a single station South of Point Levis, over 3,000 car loads last season; and have been doing this ever since the road was opened.

This wood is got out by farmers, and does not require what is called "Shanty work." They cut a tree and hew and sled it from 10 to 20 miles to the railroad, where it is measured and paid for; and you will see 40 to 50 farmers each with a one horse load, daily coming to a depot with their load, worth 5 to \$10 each, and this is kept up all winter.

Your road runs along a belt of lumber of this description, mixed with other valuable wood, now growing in the woods, that will give you a splendid traffic for 50 years to come, which is of no present value, for the want of transportation."

I have also been favoured by the Mayor of the City of Three Rivers, with the following statement of some of the most important branches of business carried on in that City, together with some changes which have occurred since the date of my former report.

CITY HALL—THREE RIVERS,

October 31st 1873.

“ DEAR SIR :

I am in receipt of your favor of 23rd instant, and in answer I give below, all the statistics about the trade and commerce of the City of Three Rivers, that I have been able to collect with the deficient means at my disposal.

There is yearly manufactured in the St. Maurice Territory, about 600,000 logs, worth at least \$1,200,000 ; 40 sea going vessels have loaded here this summer with lumber for Europe, the West Indies and South America ; besides over 150 barges which have taken cargoes for the United States.

There has been imported into this City since one year, for the use of the Lumber Merchants solely, over 2,000 barrels of pork and 8,000 barrels of flour.

The local trade has also imported since one year, over 30,000 barrels of flour, and 10,000 barrels of pork, besides the fish, liquors, sugars, teas and other groceries of which I cannot procure reliable data. The iron ware traders have also imported during the same period, far over \$200,000 worth of goods ; and the importation of dry goods must be over \$500,000.

Since your report, dated 20th April 1872, a large Furniture Manufactory has been established in this City, besides one or two smaller ones. In that same report, you do not mention a large Machine Shop established, and which manufactures heavy pieces of machinery, such as cannot be made in any other shop in the Dominion.

The iron trade in the immediate vicinity of this City, is

also very considerable. One of the largest Fur trading establishments of the country also has its seat in this place.

I cannot say exactly what is the population of Three Rivers at the present time ; but since one year, several new streets have been opened, new houses have been built in all parts of the City, and are all readily leased at remunerative rates. The corporation of the City, and several individuals, have also divided large tracts of land in building lots, and have sold them at very high prices. In consequence of the numerous demands for building lots, the Corporation has been obliged, this summer, to open several new streets.

I have to add, that the opinion of the business men of this City is, that the construction of the North Shore Railway, but principally of the Piles Branch, would, in a very few years, double the population and the trade of Three Rivers.

Hoping the above may prove of some utility to you.

I remain Dear Sir,

Your Obt. Servt.,

T. E. NORMAND,
Mayor."

II.

SOURCES OF LOCAL BUSINESS.

The following extracts from that portion of my former report, dated April 20th 1872, which relates to the probable earnings of the Railway from its local business, contain the views then entertained as to the sources of this business; which views have been fully confirmed by subsequent observation and reflection; and even if a doubt had then, or has since been entertained upon the subject, this doubt would now be effectually removed by the facts contained in the foregoing reports and statements, and the legitimate conclusions to be drawn from them.

"The *Local Business* that is naturally tributary to any Railway, which passes through a thickly populated Agricultural and Manufacturing Country, like that which lies along the North Shore of the St. Lawrence, between Quebec and Montreal, should, in my opinion, always be regarded as of far more importance; and be protected and encouraged with much greater care, than that which is generally termed *Through Business*, which is brought to the Road from points far beyond the reach of its own legitimate influences; and quite frequently, owing to competition with other Railways, or Water Communications, transported at a sacrifice rather than a profit.

Some idea of the extent to which this local business will at once, and at an increasing ratio for all time, contribute to the earnings and prosperity of the North Shore Railway, may be inferred from the following statement of facts. The accompanying Map will also be found serviceable, as shewing the relations, which the different localities referred to, bear to the Railway.

The City of Quebec, at the Eastern terminus of the road, has a population of Sixty Thousand. There are in the City at the present time, one large India Rubber Manufactory; eight large Shoe Manufactories; forty-four Tanneries; two Iron Foundries; two Cabinet and Chair Factories; two Cement Factories; one Agricultural Implement Factory; two Breweries; together with a great variety of other Manufacturing Establishments, all of which at the date of the last Statistical Report, gave employment to 3,842 Mechanics and Laborers.

The average value of Imports, during the past five years, has

been \$11,695,229 per annum. The average value of Exports, during the same period has been \$10,927,769 per annum.

The average value of Lumber exported from Quebec, during the past five years, has been \$8,958,530 per annum.

The average value of Flour and Grain which have been brought to the Quebec Market, during the past five years, has been \$2,664,173 per annum.

The City of Quebec is situated practically, at the head of deep Ocean navigation upon the Gulf, and River St. Lawrence ; and therefore, all heavy draft Vessels and Steamers, must necessarily receive and discharge their Cargoes and Passengers at this Port. So much of these as may be destined to the Interior, or the far West, must therefore be transferred, either to Vessels of lighter draft, or to such Railways as may at the time be running in the required direction.

The amount of Local Traffic, which a City of this magnitude and Commercial importance, will necessarily furnish to the Road, when completed, must be very large.

At the present time, the only Avenues by which this immense traffic can be accommodated, are the St. Lawrence River, which is closed above Quebec, by Ice, about five months in each year ; and the Point Levis and Richmond branch of the Grand Trunk Railway, by which the distance from Quebec to Montreal is 172 miles, exclusive of the Ferry of over one mile, at Quebec.

The City of Montreal, at the Western Terminus of the Road, has a population of 118,000.

The amount of taxable property, within the City limits is \$37,933,808.

The average value of Imports, during the past five years, has been \$25,072,857 per annum.

The average value of Exports, during the same period, has been \$12,387,636 per annum.

The City of Montreal, being a central, as well as focal point, for the Grand Trunk Railway, and its present and proposed branches, or extensions ; being also the terminus of one branch of the Vermont Central Railway ; and also of the proposed Northern Colonization Railway, between Montreal and Ottawa ; and being situated at the head of uninterrupted navigation upon the River St. Lawrence, during the summer months, has long, and very justly been regarded as the great Commercial Centre of Canada.

Without entering further into details respecting the enterprise and resources of a large and rapidly growing Commercial and Manufacturing City, so well known throughout the civilized world as Montreal, I think it will be admitted as self evident, that the *local*, or *home* business, which she will furnish to the North Shore Railway, when completed, will be very considerable.

The present Grand Trunk Railway line, from Montreal to Quebec ; together with the St. Lawrence River, during the season of

navigation, afford the only present means of transport for the local business of Montreal; and the large amount of Freight and Passengers which accumulate at that point from the South, West and North, during all seasons of the year, which are destined to points below Montreal, in the Great Valley of the St. Lawrence; and if it can be demonstrated that the North Shore Railway, when completed, will afford superior advantages for this business, there can be no doubt that it will receive, at least its proper proportion.

The Country lying upon the North Shore of the St. Lawrence, between Quebec and Montreal, is exceedingly rich in Agricultural, Manufacturing and Mineral resources. The Farming lands, extending from the River back to the Forests, a distance of from twenty to fifty miles; and embracing about 2,708,840 acres, are now and have for more than a Century past, been under a high state of Cultivation, producing the finest crops of hay; oats; wheat; corn; barley; potatoes; etc., in great abundance.

As a Grazing country, it is unsurpassed.

The present population is something over 220,000.

There are twenty-six large Saw Mills in operation, within easy reach of the line, manufacturing 340,000,000 feet Board measure per annum, of Merchantable Lumber.

There are also four large Furnaces, which, although being worked at their minimum capacity, turn out 8,000 tons of Iron annually.

There are also, one large Foundry; two large Woollen Manufactures; three large Machine Shops; one Nail Factory; three large Flouring Mills; one Paper Mill; and three large Tanneries; all in successful operation, along, and in the immediate vicinity of the line of the Railway.

The City of Three Rivers, situated about midway between Quebec and Montreal, and at the junction of the Piles Branch with the Main Line of the Railway, has a population of about 9,000; and is rapidly increasing both in population, and importance as a Commercial and Manufacturing Centre.

The Dry Goods merchants, Grocers, and Iron Merchants of this City import goods to the amount of \$900,000 annually; and one Fur dealer exports annually to the United States, furs to the value of \$130,000. During the last season, there were shipped from this City, over the Branch of the Grand Trunk Railway, extending from a point opposite Three Rivers to Arthabaska, for Boston and other markets in the United States, 3,600 tons of Hay, and 75,000 bushels of Oats.

At intervals of from seven to nine miles, all along the line, are situated fine and growing parish Villages, many of which, like Lorette; Ste. Jeanne de Neuville; Cap Santé; Ste. Anne; River du Loup; Berthier; l'Assomption; l'Epiphanie; &c., &c.; are already industrial centres of considerable importance; and with the stimulant afforded by a Railway passing through or near

them, they will rapidly increase, and contribute very materially to the earnings of the Road.

The Town of Joliette, situated upon L'Assomption River, about eleven miles North of the Railway, has a population of over 3,000; and has already become of so much importance, on account of its Water Power, &c., that a Railway has been constructed, for the accommodation of its business, to Lanoraie, on the St. Lawrence, which will become a very important feeder to the North Shore Railway.

The St. Léon Mineral Springs, situated about four miles from the Railway, near the River du Loup, in Maskinonge County, have for many years been a popular summer resort for persons in search of pleasure and health. There are now about two thousand inhabitants in the Village; and two large Hotels are being constructed for the accommodation of visitors.

The continuous, and almost incalculable area of the finest Timber Lands in the World, which bound the Northern limits of the Country above described; and lie within a short distance from the Railway, will, in all probability, and during many years to come, furnish an amount of tonnage for the road, which will prove more productive to the Company than that which is collected in the settled portion of the Country through which the Railway is to pass.

The numerous Streams which flow through and from all parts of these Timber Lands, across the Railway, and into the St. Lawrence, are well supplied with Water Powers; and every facility is therefore afforded for driving the logs, and manufacturing the lumber, either directly upon the line of the Road; or at such points above, as may be selected for their greater economy and convenience. This lumber, when so manufactured will bear transportation by rail, either to the markets of the United States *via* Montreal; or to Quebec, for the markets of Europe, at rates that will prove to be highly remunerative, both to the Railway Company, and to the owners of the Lumber.

The finest qualities of Maple, Birch, and other varieties of Hard Wood, abound in these Forests; and they have, for many years, been regarded as a valuable article of export to Foreign Countries.

These Forests will also furnish an unlimited amount of Fire Wood, which, from its proximity to the Railway; and the great and constantly increasing demand for fuel in the Cities of Quebec, Montreal, and at intermediate points along the line, will bear transportation at very fair paying rates.

Iron Ore, and its great variety of products, will also furnish an important item of transport. The Country along the line, between Quebec and Montreal, abounds, at frequent intervals, with the richest qualities of *Limonite*, or *Bog Ores*; and the reduction of these Ores has been carried on successfully, at several points near the route, for more than a Century.

The Extract from the Report of Sir William E. Logan, upon

the "Geological Survey of Canada" dated in 1863, to be found in the Appendix, will show the estimate placed upon the extent and value of these Ores, by that eminent authority.

With the North Shore Railway completed through the centre of this iron region, having short lateral branches to connect it with the different ore beds and furnaces, there can be no doubt that there will be a great demand for its transportation to the ready markets of Quebec, Three Rivers, Montreal, and probably to more distant points."

The belt of settled country, lying upon the South Shore of the St. Lawrence River, between Quebec and Montreal, will, particularly during the Winter months, afford a large and paying business to the road. The population of this district, numbers about 100,000; and there are several fine Villages located along the River, the principal one, Sorel, containing 5,636 inhabitants.

This Country is entirely isolated from the Grand Trunk Railway, and its only avenue to market is the River, during the season of navigation. Ferries, communicating with the North Shore, have already been established at several points; and, during the Winter, the Ice Bridge, which nature never fails to construct, will render the communication still more convenient; so that the construction of the North Shore Railway is looked for, with almost as much solicitude, by these Inhabitants, as it is by those residing upon the North Shore of the St. Lawrence."

BUSINESS OF PILES BRANCH.

Before leaving this branch of the subject, it will be proper to refer to the "Piles Branch" of the Railway, which intersects the Main Line at Three Rivers, a point about midway between Quebec and Montreal; and extends up the valley of the St. Maurice River, about 27 miles, to a point known as the *Grand Piles*.

The following extract from my report of April 20th 1872, before referred to, will show the views then entertained in relation to the probable business of this portion of the road, all of which have been fully confirmed by subsequent observation and reflection.

"The Piles Branch will undoubtedly prove a most important feeder to the Main Line at Three Rivers; and I have no doubt that it will eventually pay very handsomely as an investment by itself. There is a very fine Water Power upon the St. Maurice River, immediately at the terminus of the Branch at Grand

Piles, where the Pine, and other valuable timbers which cover the immense Territory drained by the St. Maurice, can be manufactured, and placed directly upon the cars, for transport to Quebec, Montreal, or any point in the United States, without transshipment.

Saw Logs, sufficient to produce 200,000,000 feet Board Measure of Lumber annually, are now driven down the St. Maurice, past the Grand Piles, to supply the mills at Three Rivers, and other points on the St. Lawrence; and there can be no good reason why these logs should not be manufactured at the Piles; and the lumber transported thence by Railway, thus saving the cost and risk of driving over the falls and rapids, and booming at the mouth of the River.

The still water, extending Seventy miles above the Piles, affords the best possible facility for holding and assorting these logs; and the want of this convenience, or rather necessity, is often a very great draw-back to the success of large Lumber Manufacturing Establishments.

Remarkable facilities will also be afforded, at the Grand Piles, for collecting and shipping by rail, the valuable Hard Woods of the St. Maurice Forests, which cannot be floated, or transported to advantage in any other way.

The transportation of lumber-men, and their supplies, by means of the Branch Railway, and the Steamer upon the St. Maurice, into the very heart of this vast lumber region, will also afford a large amount of tonnage; and it is not at all improbable that, at no distant day, this Branch will be extended to Lake St. John, at the head of the Saguenay.

The Ore beds, Furnaces and Forges located in the Valley of the St. Maurice, in the immediate vicinity of the Piles Branch, will also add very materially to its revenue."

III.

SOURCES OF THROUGH BUSINESS.

After the foregoing brief and imperfect statement of the various sources from which, what may properly be termed the *local business* of the North Shore Railway may be derived, I will pass to a still more brief consideration of what may be regarded as the sources of its probable *through business*; and in doing this, I will, to save repetition, quote again from my previous report of 20th April, 1872:

“ Inasmuch as the foregoing Estimate of the Local business of the Railway, includes that which now exists, and naturally *centers* within the limits of Quebec, Montreal, and the intervening Country through which the Railway is to pass; it will be proper to include in the estimate of Through business, only such as may be brought within the influence of the Road, from points beyond, or outside of these localities, either by means of Communications which now exist, or those whose construction in the immediate future, is rendered quite certain.

A reference to the accompanying Map will show, that among those which now exist, and will exercise an immediate influence upon the through business centering at the Eastern terminus of the road at Quebec, are the River St. Lawrence; and the branch of the Grand Trunk Railway, extending from Point Levis, opposite Quebec, to River du Loup, a distance of 130 miles.

The lower harbour of Quebec, and the River and Gulf of St. Lawrence below that point, are not obstructed by ice, during the winter months, to such an extent as to impede Steam Navigation, oftener than perhaps once in twenty five or thirty years. Ocean Steamers may therefore as a general rule, arrive at, and depart from Quebec, every day in the year, so soon as an amount of business accumulates there, sufficiently large to make it an object for them to do so.

That portion of the Grand Trunk line, extending from Quebec to Richmond, and Lennoxville; and thence by other lines, *via* Lake Memphramagog and White River Junction, to Boston, Newport, New-Haven and New-York, may also be regarded as an important avenue for trade and travel, between Quebec, and the above named points.

Among those whose construction has already commenced, and whose completion may therefore be regarded as reasonably or quite certain, are the Intercolonial Railway, extending from a

Junction with the Grand Trunk Railway, at River du Loup, to Halifax, a distance of 555 miles; making the entire distance from Quebec to Halifax, by this route 685 miles.

Another route, the construction of which is already quite far advanced, is a Railway leading from Point Levis opposite Quebec, directly across the Country, through Maine, in the direction of St. Johns, New Brunswick; with branches to Portland, Bangor and Halifax. By this route the distance from Quebec to Portland will be 40 miles less than by the Grand Trunk Railway; and 230 miles less to Halifax, than by the Intercolonial Railway.

A Railway extending from Quebec, in a northerly direction, to Lake St. John, at the head of the Saguenay, a distance of 140 miles, has also been commenced, and about 27 miles completed and equipped. This road has a land grant from the Government of 1,200,000 acres of timbered lands, through which it is to pass.

The City of Montreal, at the Western terminus of the Railway, as has already been remarked, is acknowledged to be the great Commercial Center of Canada.

The Grand Trunk Railway, extending to Portland, on the Atlantic; and to Detroit, on the Great Western Lakes, affords easy access by rail to the extreme East and West; while the Vermont Central affords the same facilities towards the South.

The St. Lawrence River, during the season of navigation, also affords extraordinary facilities for the transport of both Freight and Passengers in either direction.

Such of these avenues as approach Montreal from the East cannot, as a matter of course, be expected to add materially to the business of the North Shore Railway; but from those approaching it from the South and West, it is expected that a very considerable amount of Through Business destined to the North and East, will be afforded to this Road.

The principal Railway which is now in contemplation to extend Westerly from Montreal, is the "Northern Colonization Railway," which is to extend from Montreal, directly up the Valley of the Ottawa River, a distance of 120 miles, to the City of Ottawa, the Capital of the Dominion of Canada.

That Company has a land grant of 10,000 acres per mile from the Government; and is about to receive a subscription of \$1,000,000 to its Capital Stock, from the City of Montreal. It is expecting also a large amount of subscriptions from the Municipalities along the line.

The law granting the above amount of lands to that Company, provides, that, "The said Railway shall connect with the said North Shore Railway, from Quebec to Montreal, at such point as shall be determined by the Lieutenant Governor in Council."

There can be no doubt that, when these two Roads shall have been completed, they will not only run from the same Depot in Montreal; but that they will also be connected upon the north side of the Ottawa River, about fifteen miles north of the City of

Montreal, by a link or branch that shall form an unbroken line of uniform gauge, directly from Quebec to Ottawa, making the entire distance only 253 miles; whereas by the present route, via the Grand Trunk Railway to Montreal and Prescott, the distance is 338 miles; thus effecting a saving of 85 miles between these important Points.

A line is also about to be constructed from Ottawa direct to Toronto, which, in connection with the Northern Colonization, and North Shore Railways, will shorten the distance between Toronto and Quebec, as compared with the distance *via* the Grand Trunk Railway, about 25 miles; and a glance at the Map will show that Quebec, Ottawa, Port-Huron and Chicago, are nearly in the same Air Line.

From Toronto to Collingwood, on the Georgian Bay, the Northern Railway of Canada, has been in successful operation for several years. The length of this Road is 94 miles. The distance from Toronto *via* Ottawa, to Quebec, by the roads already projected, will be about 481 miles; making the total distance from Collingwood to Quebec, 575 miles, as against 600 miles by the Northern Central and Grand Trunk lines.

Collingwood is now, and will continue to be a most favorable point for the transshipment of wheat and flour from vessels to cars, by which it can be transported, without breaking bulk, to Quebec, and there placed directly on board Ships, for transportation to Foreign Markets.

The Canada Central Railway is also under construction from Ottawa to the Sault Ste. Marie, at which point the line will connect with the Northern Pacific Railway of the United States, thus forming a very direct line from Quebec to the Pacific Ocean at Puget Sound. A Branch is also to be constructed to the nearest point on the Georgian Bay, which will shorten the distance materially from that important point to Ottawa and Quebec.

A connection will also be made at Ottawa or some point farther West, with the Great Canada Pacific Railway, the Surveys for which are now being rapidly prosecuted by the Dominion Government.

The North Shore Railway is therefore destined, at no distant day, to become the Eastern terminal link in the Great Northern line of Railways, of a uniform gauge, which will connect the tide waters, and deep sea navigation of the Atlantic, not only with the Great Western Lakes; but also with the Pacific Ocean, by several hundred miles the shortest route, across the American Continent. And there can be no doubt that the immense traffic which will naturally flow in this direction, destined to the New England States, and to the Harbours of Portland, St. Johns and Halifax, will eventually create the necessity for a Railway Tunnel or Bridge across the St. Lawrence River, at the most practicable point near the City of Quebec.

The present mania for consolidating, and bringing under one

management, the main trunk lines of Railway which lead from the producing districts of the West, to the Great Commercial and Shipping Centers of the East, has rendered it not only highly *expedient*, but, in the opinion of many Capitalists and Railway Managers, absolutely *necessary* that the different parts or links which make up the entire chain, should be of one *uniform* and *unbroken* gauge, so that no transfer, either of freight or passengers, will be required at unimportant points along the line.

In this respect the North Shore, and other Railways which form this great Northern route from the Atlantic to the Great Lakes, and the Pacific Ocean, with the uniform gauge of 4 ft. 8½ inches, will enjoy an enviable position, as compared with the Grand Trunk line of Canada, or the more Southern routes of the United States.

Trade and Commerce, like running waters, and blood in the animal system, will always seek to flow through the great Arteries, or Channels, which nature has provided for them, until they reach the great Commercial Centers of the Civilized World. These Centers are now to be found in Europe; and the *shortest* and *cheapest* modes of transport for the great staples, wheat, corn, flour and lumber, which grow, and can be produced in such great profusion, in the Western United States, and Canada, will eventually prove to be the most successful.

The Valley of the St. Lawrence, is the natural outlet for all this traffic lying north of the Valleys of the Hudson, the Ohio and the Mississippi Rivers, and their tributaries. The great chain of Lakes, from Superior to Ontario, flow through this Valley to the Ocean; and so, when Capital and Enterprise shall have prepared the way, will Commerce take the same direction.

The Cities of New-York, Philadelphia, Baltimore, Boston and Portland, were comparatively of no importance, until the Erie Canal, and the Railway lines, which now radiate in every possible direction from them, were completed; thus causing a diversion from this Valley, by artificial means, of the immense trade to and from the Great West.

The DOMINION OF CANADA which controls, to a great extent, this Valley of the St. Lawrence, has, from political, or other causes, which it would be improper to discuss here, been behind her neighbor, the UNITED STATES, in making such improvements as would prevent the diversion of this great source of wealth and prosperity from the avenue which nature seems originally to have designed for it; and hence the ancient City of Quebec, so long famous in song and story; and other natural centers of Commerce, have been allowed to remain almost stationary, during the past half Century.

But a new Era seems now to be dawning upon the DOMINION; and the great importance of these works of Internal Improvement, seems to be rapidly developing itself in the minds of both Government, and People.

It will not be long, therefore, before her Great Thoroughfares are completed; and the largest Vessels and Steamers that can successfully navigate the Ocean, will be seen, daily, loading and unloading their immense burthens of Freight, and Passengers, which are destined for the Interior of Canada and the United States, at the wharves of Quebec.

Even during the last year, the number of steerage passengers transported by the Richelieu Company, between Quebec and Montreal, was about 38,000.

The very great increase, during the past few years, in travel, seeking health and recreation in the cool summer climate of Quebec, the lower St. Lawrence, and the wild Scenery of the Saguenay, and Ha! Ha! Bay, affords strong promise of a large accession of through business to the Railway from that source.

The Arrivals at the justly celebrated "RUSSELLS' ST. LOUIS HOTEL." in the City of Quebec, during the months of June, July, August, September and October, 1871, numbered 9,909. During the month of August alone, they amounted to 3,940. And the annual increase in arrivals has been about 30 p. ct. during the past five years.

The Steamers of the Richelieu Company transported about 26,500 Cabin Passengers, between Montreal and Quebec during the last year.

And the large Steamers plying upon the lower St. Lawrence, between Quebec and the Saguenay, during the travelling season, were crowded to such an extent, that it was sometimes necessary for Passengers to secure quarters, a week in advance."

It is proper to add that, since the report was written from which the foregoing extracts are taken, the Intercolonial Railway has been progressing steadily towards completion; the line extending from Point Levis in a South Easterly direction, has made considerable progress; steps have been taken to lay iron rails upon the Gosford Railway, and to extend it in the direction of Lake St. Johns; the work of grading upon the Northern Colonization Railway has been commenced; the lines that are to extend from Ottawa City to Toronto, Georgian Bay, and Sault Ste. Mary are being organized; the Dominion Government has just given renewed assurances that the Canadian Pacific Railway will be commenced at once, and completed without any unnecessary delay; and a line has been opened from Montreal, extending in a South Easterly direction to an intersection with the Passumpsic Valley Railway at Newport, at the head of Lake Memphramagog.

IV.

NATURAL CONCLUSIONS.

The simple reading of the foregoing brief, and necessarily somewhat imperfect statements respecting the carrying trade, traffic, and resources of the country between the important Cities of Quebec and Montreal, will naturally impress upon the mind of any person at all familiar with the subject of transportation, the conviction that the present facilities are entirely inadequate to the wants of commerce; and that an additional thoroughfare, upon the North Shore of the St. Lawrence River, has become a commercial necessity.

When, in addition to this, it is considered that the St. Lawrence River is closed by ice, above Quebec, during five months in the year; and that, during the greater portion of these five months, the Grand Trunk Railway line, extending from Point Levis, on the opposite side of the St. Lawrence, one mile from Quebec, by an angular and most tedious route, via Richmond, a distance of 173 miles to Montreal, is run so irregularly, that oftentimes from twelve to eighteen hours are consumed in making the passage between the two Cities; and that even during the Summer months, the half hour consumed in crossing the river to Point Levis, the time lost in waiting for connecting trains upon the main line at Richmond, and the ordinary delay of half an hour or more in crossing the Victoria Bridge, and reaching the depot at Montreal, makes the actual time at least eight, and quite often ten hours between Quebec and Montreal, the conviction that an improved and reliable avenue of communication between the two Cities is indispensable to the wants of travel, trade, and commerce, will become irresistible.

And when it is further considered, that the proposed

North Shore Railway, extending as it will, from the heart of the City of Quebec, by the most direct practicable route, to the heart of the City of Montreal, passing on its way through the finest agricultural, manufacturing, and mineral region in Canada, which region has heretofore been practically shut out from the rest of the world during five months in each year, and which is bounded on the North by the almost interminable forests of Canada, the lumber from which is floated directly to the line of the Railway by the numerous streams which it crosses, all of which will become feeders to the road; which Railway, by means of its superior alinement, 90 per cent of which is straight line, and gradients, 84 per cent of which are less than 30 feet per mile, will be entirely free from snow blockades during the winter months, and will be easily capable of making the entire distance of one hundred and fifty-eight miles, by express trains, within five hours, all the year round; there can be no reasonable doubt in the mind of any person possessing ordinary intelligence in such matters, that this Railway will exactly, and most effectually supply the deficiency which is at present so much needed, both by the travelling public and the general business interests of the country; and also that it will be quite sure to afford a handsome return for the investment required in its construction.

V.

ESTIMATED TRAFFIC AND EARNINGS.

In submitting, at the present time, a revision of my former estimate of the probable net earnings of the North Shore Railway, from its local and through business, for the purpose of testing its accuracy, and at the same time demonstrating the ability of the Company, at all future times, to pay, not only the interest upon its cost, but a handsome dividend to the Stockholders ; and at the same time to create a sinking fund, by which the bonded debt may be redeemed at its maturity, it will perhaps be as well to reproduce the estimate of earnings embodied in my former report upon this subject ; and to call attention to such of the foregoing facts and statistics as will tend, either to confirm your confidence in that estimate or otherwise, as the case may be.

The following is the estimate of net earnings, as submitted in my report of April 20th 1872.

“ In preparing this Estimate, I can but feel quite justified in assuming, that the local business of the Main Line will require the running of at least the following number of Trains, daily in each direction, over the Railway between Quebec and Montreal :—

1. One Express Passenger Train, composed of one Baggage car, two ordinary Passenger cars, and one Drawing-room car.
2. One Way Passenger and Mail Train, composed of one Baggage car, one Mail and Express car, and two ordinary Passenger cars.
3. One Mixed Passenger and Freight Train, composed of one Baggage car, two Second Class, or Emigrant cars, and ten Freight cars.
4. One Freight Train, composed of twenty Freight cars ”

"It is further assumed, that these Trains will be loaded respectively, and at rates, averaging as follows:

No. 1. Equal to 100 through Passengers in each direction, at the rate of \$3.50 each	\$ 700.00
No. 2. Equal to 80 through Passengers in each direction, at the rate of \$4.00 each	640.00
No. 3. Equal to 50 through 2nd class Passengers in each direction, at the rate of \$2.00 each.....	200.00
Also, 100 tons of Fast or Express freight in each direction, at the rate of \$5.00 per ton.	1,000.00
"No. 4 Equal to 200 tons of freight in each direction, at the rate of \$4.00 per ton	1,600.00
Making a total for the Main Line of.....	\$ 4,140 00

For the Piles Branch, I will assume that one Mixed Train will be required daily, in each direction, to be composed of one Baggage car, one Passenger car, and twenty Freight cars: and that each train will transport equal to 50 through Passengers in each direction, at \$1.00 each.....\$100.00

And equal to 200 tons of through freight in each direction, at \$1.00 per ton 400.00

Making a total for the Piles Branch of...	500.00
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Making an aggregate to represent the Gross daily Earnings of the entire Railway, from its local business alone, of.....	\$4,640 00
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This amount being multiplied into 313, the number of working days in the year, will produce an aggregate to represent the estimated Gross Earnings from the *Local Business*, per annum, of \$1,452,320.00 "

With reference to the *through business*, it was believed, for the reasons therein stated, that it would be fully equal to the local business; but to be largely within the limits of safety, it was assumed that the gross earnings from this source would be only 50 per cent. of those estimated for the local traffic. And upon that assumption the estimate proceeded as follows:

"Assuming this as a basis, we shall have the following results:

Gross earnings per year from local business	\$ 1,452,320
Gross earnings per year from through business, 50 per cent of local	726,160
Transportation of Mails, say	20,000
Total gross earnings per year	<u>\$ 2,198,480</u>

From which must be deducted the annual transportation and other expenses of the Railway Company, in order to arrive at the annual *net receipts*.

Referring again to the Ogdensburgh and Lake Champlain Railroad, as being a fair and proper Standard by which to judge, not only the comparative cost of the North Shore Railway, but also the ratio that may be expected to exist between its gross earnings and net receipts; I find:

That the total receipts upon that Road for the fiscal year ending Sept. 30th, 1870, were \$1,051,413.10

That the total expenses during the same period were as follows:

For Maintaining the Road, or Real Estate of the Corporation	\$ 236,413.34
For Repairs to Machinery	110,974.02
For Operating the Road....	299,094.32

Total Expenses..... \$ 646,481.68

Balance to represent net earnings..... \$ 404,931.42"

"The ratio which this amount of net earnings bears to the total receipts, is $38\frac{1}{2}$ per cent.

By applying this ratio of $38\frac{1}{2}$ per cent to the total estimated earnings of the North Shore Railway, we have a total of *annual net earnings* amounting to..... \$ 846,414,80

This amount will be the interest at 7 per cent on a Capital of..... \$ 12,091,640

My honest convictions are, that the foregoing Estimate is the *Minimum* that can, with any degree of propriety, be placed upon the annual earnings of the Road, during the first year after its completion. After that period, I am satisfied, from the experience of other Railways, that these earnings will be increased in the ratio of at least 10 per cent. per annum, until they shall have reached a *Maximum* of 100 per cent. above the amount of the present Estimate.

If it should be thought, however, by cautious Capitalists, that, from any cause, or possible contingency, the above Estimate is larger than the facts bearing upon the subject may prove to warrant, they may reduce the Estimate of net earnings, 50 *per cent.*, and they will still be sufficiently large to pay the interest at 7 per cent. upon the \$6,000,000 Mortgage Bonds of the Railway Company."

The following would perhaps be a more simple and condensed form of presenting this Estimate:

DAILY EARNINGS FROM LOCAL BUSINESS.

Main Line.

200 First Class through Passengers in both directions, at \$3.50.....	\$ 700 00
160 First Class way Passengers in both directions, at \$4.00.....	640 00
100 Second Class Passengers in both directions, at \$2.00.....	200 00
200 Tons Express Freight in both directions, at \$5.00.....	1,000 00
400 Tons Ordinary Freight in both directions, at \$4.00.....	1,600 00
	\$4,140 00

Piles Branch.

100 Through Passengers in both directions, at \$1.00.....	\$100 00	
400 Tons Freight in both directions, at \$1.00.....	400 00	
		\$ 500 00
Total Daily Earnings.....		\$ 4,640 00
Multiplied by 313 working days gives.....	\$1,452,320 00	
To represent the annual gross earnings from <i>local business alone.</i>		
Add 50 per cent for Trough Business.....	726,160 00	
Transportation of Mails, say.....	20,000 00	
Total gross Earnings per year.....	\$2,198,480 00	
Deduct 61½ per cent for working expenses.....	1,352,065 20	
Leaves to represent yearly net Earnings.....	\$ 846,414 80	

VI.

CONFIRMATORY EVIDENCE.

We will now endeavour to ascertain how far the information obtained during the present year, confirms the data upon which the foregoing estimate was based.

Referring again to the foregoing statistics, and assuming the business of the small class coasting boats, to average one third of the through distance, and that their passengers were one half first class, and one half second class ; and assuming also that the average car load of freight equals only eight tons, we shall have the following aggregate daily through movement of passengers and freight, in both directions, by the means therein specified, between Quebec and Montreal, including intermediate points :

881 first class passengers.
527 second class passengers, and
464 tons of freight.

Assuming that the North Shore Railway, by reason of its superior advantages, will relieve this portion of the Grand Trunk line of at least two thirds of its through business ; that it will only divide the business equally with the Richelieu Steamers ; and that it will relieve the smaller coasting Steamers of two thirds of their present traffic, the following will show the proportion of this business that will naturally come upon the Main Line of the North Shore Railway, to wit :

510 first class passengers.
329 second class passengers, and
276 tons of freight.

From which it will be seen that the business estimated

to come from these sources alone, so far as First and Second Class Passengers and Express Freight are concerned, about equals the amount named in the foregoing Estimates, after adding 50 per cent for Through Business, and not including the business done and brought upon the Main Line by the Piles Branch.

It may be claimed, however, and perhaps with some show of plausibility, that the particular class of business above referred to, will remain open to competition by the lines which have heretofore monopolized it: and therefore that, if the North Shore Railway should succeed in doing the proportion claimed for it in the foregoing estimate, the competitive rates will be too low to produce the estimated amount of net revenue.

To this it may be replied, that such has not been the experience upon other lines, similarly situated, either in Canada or the United States; striking examples of which may be found in the Grand Trunk line between Montreal and Toronto; the Great Western line between Toronto and Hamilton; the Lake Shore line, between Buffalo, Toledo, Detroit and Chicago; the Hudson River line, between New-York and Albany; and the various other lines running parallel with the Great Western Rivers and Lakes, all of which have proved themselves to be the best paying roads in America.

The very fact of a healthy competition, together with the natural growth and developement of the business of the Country, consequent upon the construction of these additional avenues of trade and commerce directly through it, has in all cases, so far as my knowledge and observation extends, had a tendency to increase the carrying trade to such an extent as to afford ample business for all the lines intended for its accommodation.

But even granting, for the moment, that the revenue of the road from the above mentioned sources, may be affected to some extent by this competition, it should at the

same time be observed, that no account is taken in the above statements, of the coarser tonnage resulting from lumber, iron, and the grosser products of the farms, and manufactories along the Line, which item is represented in the foregoing Estimate by "400 tons of ordinary freight in both directions, at \$4.00 per ton."

That this item will be comparatively free from all railway competition, and that it has been very much underrated in the above estimate will, I think, be admitted by every one who is in any degree familiar with the subject.

Taking the item of lumber alone, and assuming that only fifty per cent. of the 266,790,000 feet B. M., annually prepared for market along the line, is hauled over the road, and that only 8,000 feet B. M., are loaded on a car, there will be 16,668 car loads per year, or an average of 53 car loads, equal to 530 tons per day, from this source alone.

When to this is added the tonnage resulting from hard wood timber, such as is hauled to so great an extent over the Quebec and Richmond Branch of the Grand Trunk Railway; the product of the numerous iron ore beds along the line; the immense amounts of hay, potatoes, oats, peas, cattle, &c., &c., that are yearly produced for sale and exportation by the farmers along the line; together with the products of the numerous Tanneries, Flouring and Paper Mills, Foundries, Woolen and Nail Factories, and the Machine Shops along the line, it must appear quite evident to any unprejudiced mind, that this item of coarser tonnage will be equal to at least 1000 tons daily in both directions over the road, independent of the Piles Branch; and that the increase in this item will much more than compensate for any loss in earnings, that may result from the competition above referred to.

I have no additional statistics to offer respecting the probable traffic and earnings of the Piles Branch; and can only repeat my well settled convictions, that the estimated

earnings of \$500, per day, as submitted in my former report, will be found quite within the actual result.

As to cost of operating, I have no additional information since the date of my report above referred to. It was assumed in that report that $61\frac{1}{2}$ per cent of gross earnings would pay expenses of operating, for the reason that the annual report upon the Ogdensburgh and Lake Champlain Railway, as published in the report of the State Engineer of New York, showed such a result. And as this was considerably above the average operating expenses of the Railways of New York during a series of previous years, I thought it quite safe to adopt it in my estimate.

With the great preponderance of straight lines and level grades upon this road, as compared with the Railways of New York; and the comparative cheapness of fuel and labor along the line, I can see no good reason why the operating expenses, under good management, should exceed 50 per cent of the gross earnings.

I must therefore, close this branch of the subject, with the expression of my firm conviction, in view of the present renewed investigation of the carrying trade and resources of the country, tributary to the North Shore Railway, that the estimate of yearly net earnings submitted in my report of April 20th 1872, may be relied upon as affording a truthful indication of the results that may be reasonably expected, upon the final completion, and successful operation of the line.

If this conviction shall prove to be well founded, the conclusion must necessarily follow, that the Railway Company will be abundantly able, *from the net earnings of its road alone*, to pay the interest upon its bonded debt, and redeem the principal at maturity; and, therefore that the

land grant, or its proceeds, may very justly be regarded as a *bonus*, to be ultimately divided among its stockholders.

The following analysis of the principal Engineering characteristics of the Main Line, has been prepared, for the purpose of showing the peculiarly favorable features of the North Shore Railway, for the transaction of a heavy freight and passenger traffic.

PRINCIPAL CHARACTERISTICS.	LENGTH.		PERCENTAGE OF ENTIRE LINE.
	Miles.	Feet.	
Entire Main Line	158	1954	
Straight line, or tangents.....	144	1613	.90
Curved lines	14	341	.10
Gradients either level, or inclining 10 feet, and less per mile	102	2722	.65
Gradients inclining more than 10, and 30 feet or less per mile.....	29	5017	.19
Gradients inclining more than 30 feet, and less than 52.8 feet per mile.....	15	3575	.10
Gradients inclining the maximum of 52.8 feet per mile...	10	1200	.06

The following table of distances upon the Main Line, will also be found convenient for future reference:

PROMINENT POINTS UPON THE LINE.	INTERMEDIATE DISTANCES.		TOTAL DISTANCES.	
	Miles.	Feet.	Miles.	Feet.
West End of St. Paul's Market, City of Quebec.....	0		0	
Gosford Railway Crossing.....	4	3730	4	3730
Swede Road.....	2	2290	7	740
Cap Rouge River.....	6	620	13	1360
Paradis Summit.....	5	1000	18	2360
River Noire.....	2	2590	20	4950
River Aux Pommes.....	2	1748	23	1418
Jacques Cartier River.....	1	1420	24	2838
River Port Neuf.....	8	4860	33	2418
Opposite Port Neuf Church.....	0	4700	34	1838
Opposite Deschambault Church.....	3	5160	38	1718
River Belle-Isle.....	2	1340	40	3058
River Lachevrotière.....	1	820	41	3878
St. Casimir Road.....	3	716	44	4594
St. Anne River.....	7	2720	52	2034
Batiscan River.....	4	980	56	3014
Champlain River.....	6	320	62	3334
Piles Branch.....	11	2216	74	270
St. Maurice River.....	1	3520	75	3790
City of Three Rivers.....	1	2926	77	1430
Point Du Lac.....	6	3320	83	4750
River St. Charles.....	1	2420	85	1890
River Aux Glaises.....	2	3440	88	50
River Yamachiche.....	2	2840	90	2890
Little Yamachiche River.....	0	4100	91	1710
River Du Loup.....	6	320	97	2030
Little River Du Loup.....	0	4300	98	1050
River Maskinongé.....	3	4160	101	5210
Opposite St. Bartholemi Church.....	5	1400	107	1330
River Chicot.....	4	5180	112	1230
River Bayonne.....	2	342	114	1572
Village of Berthier.....	0	3900	115	192
River Chaloupe.....	1	1087	111	1279
Joliette and Lanoraie Railway.....	7	290	123	1569
West End of Location, (Oct., 10th 1872).....	7	2290	130	3859
River L'Assomption.....	6	755	136	4614
River Ottawa (East Bank).....	9	680	146	14
River Ottawa (West Bank).....	0	2100	146	2114
Point-Aux-Trembles.....	3	5160	150	1994
Longue Point.....	3	3960	154	674
West End of Location (Oct., 9th 1873).....	0	0000	154	674
Opposite Hochelaga Convent.....	3	1260	157	1934
West End of Surveys, Montreal.....	1	0020	158	1954

All of which is most

Respectfully submitted,

SILAS SEYMOUR,

To Colonel

Engineer in Chief.

WM. RHODES,

President of the N. S. Railway Company.